



GOVERNMENT OF THE DISTRICT OF COLUMBIA

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February 14, 2020

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-- via email ---

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On February 6, 2020, at a properly noticed public meeting, with a quorum of 9 of 11 Commissioners present, ANC 1B approved the attached proposed amendments to the District's 2020 Comprehensive Plan. The Plan provides a framework for the growth and development of the District, addressing topics like land use, transportation, historic preservation, economic development, and environmental protection.

Following the process laid out by the Office of Planning, ANC 1B conducted a series of public meetings, hosted an online survey, and solicited comments from constituents and Commissioners. These efforts resulted in the attached recommendations.

ANC 1B has direct experience with the forces shaping urban areas today. In the last twenty years, the socioeconomic and ethnic composition of our neighborhoods have changed dramatically. Rising costs and rents pressure longtime residents and businesses. New developments transform areas that had seen little change in decades.

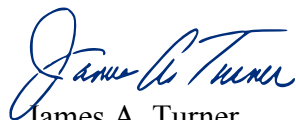
ANC 1B also understands that growth and change can enhance the vitality of our communities. Examples abound across the entire ANC. The African-American Civil War Museum will move into an expanded space in the renovated Grimke School, the center of a mixed-use development anchoring a cultural corridor around the Metro station at Vermont and U St NW. Alongside the Rita Bright Center in Columbia Heights, the District is constructing much-needed temporary housing for families with children. ANC 1B will be working with the DC Housing Authority on modernization and development of the Garfield Senior and Terrace, Kelly Miller, LeDroit Apartments, and Park Morton-Bruce Monroe properties. ANC 1B is working closely with DMPED on Reimaging U Street which includes the Reeves Center, former DPR S St, MPD 3D and Fire station, and DC Housing Finance Agency properties. Lower Georgia Avenue has established a strong identity, supported by a group of businesses that serve the surrounding neighborhood.

The Comprehensive Plan is an opportunity to ensure that the District's success is inclusive. Residents new and old alike should look to a bright future. Our neighborhoods will change, but they must retain the diversity and character that has made them great for decades. ANC 1B's amendments support our sense that the District should enact policies to support more mixed income housing, community businesses that provide daily life products, and safe, sustainable multi-modal transportation -- especially for pedestrians. Developments should incentivize diverse businesses that serve their local communities, fostering a mutually beneficial relationship. City-wide policies should help reduce costs for historically disadvantaged businesses. The District should prioritize infrastructure that

supports environmental sustainability for its growing neighborhoods. Educational facilities should include multilingual programs, and MidCity should have network of neighborhood elementary, easily accessible middle, and multidiscipline high schools. ARTS zones should be filled with art; green space should be everywhere.

In addition to the substantive changes we propose, ANC 1B supports the District's process and acknowledges the collaboration with other ANCs in the MidCity area, especially the extensive work of ANC 1A. After the public comment period in 2018, this most recent round in 2019 and 2020 provided a chance for the ANC to refine its prior inputs and reaffirm its commitments. In future comment periods, key materials should be multilingual to reduce barriers to participate for our entire community. We urge you to accept these amendments, and to embrace the spirit of inclusion which animates them.

ON BEHALF OF THE COMMISSION.



James A. Turner
Chair ANC 1B and
Commissioner 1B09



Danny Delaney
Secretary ANC 1B and
Commissioner 1B10



Dan Winston
Task Force Chair and
Commissioner 1B12

c: Honorable Muriel Bowser, Mayor
John Falcicchio, Interim Deputy Mayor for Planning and Economic Development
Honorable Phil Mendelsohn, Chair, Council of the District of Columbia
Honorable Brianne Nadeau, Councilmember, Ward 1
DC Office of Planning - dcplan@dc.gov

Legend:

Deletions 2018 (2020)

Additions 2018 (2020)

Civic/Community/Social -- Mid-City Area Element		
Policy	Office of Planning Draft	ANC 1B Proposed Revisions
2000.2	<p>Mid-City is one of the most diverse parts of the city. Although it is one of the smallest of the ten planning areas geographically, it is the most populous and most dense. Much of the area was developed during the late 19th and early 20th centuries, giving it a rich and historic urban character. The area includes row house neighborhoods such as Adams Morgan, Bloomingdale, Columbia Heights, Eckington, Le Droit Park, Park View, and Mount Pleasant. It includes large apartment communities along streets such as 14th Street, 16th Street, and Columbia Road. It is also home to several large institutions, such as Howard University, Howard University Hospital, and the McMillan Sand Filtration Site.</p>	<p>Mid-City is one of the most diverse parts of the city. Although it is one of the smallest of the ten planning areas geographically, it is the most populous and most dense. Much of the area was developed during the late 19th and early 20th centuries, giving it a rich and historic urban character. The area includes row house neighborhoods such as Adams Morgan, Bloomingdale, Columbia Heights, Eckington, Le Droit Park, Park View, Pleasant Plains, and Mount Pleasant. It includes large apartment communities along streets such as 14th Street, 16th Street, and Columbia Road. It is also home to several large institutions, such as Howard University, and Howard University Hospital, and the McMillan Sand Filtration Site. 2</p>
2000.3	<p>The Mid-City Planning Area is a cultural melting pot, with a strong international flavor. It is the heart of the city's Latino business community, the home of some of Washington's most important African-American landmarks and cultural resources, and a gateway for immigrants from across the globe. It includes the vibrant nightlife and ethnic restaurants of 18th Street and the U Street, and other walkable neighborhood centers that embody the best qualities of urban living. The area is well-served by the District's transportation system, including the Metrorail Green and Yellow Lines, numerous bus lines, and several crosstown arterials, and bikeshare. The Metropolitan Branch Trail (MBT)</p>	<p><u>The Mid-City Planning Area is a cultural melting pot hub, with elements of local black culture existing side by side with a strong international influences. It is the heart of the city's Latino business community and home one of DC's most well known historic African American business corridors. Mid-City is also the home of some of Washington's most important African-American landmarks and cultural resources, and a gateway for immigrants from across the globe.</u> It includes the vibrant nightlife and ethnic restaurants of 18th Street and the U Street, and other walkable neighborhood centers that embody the best qualities of urban living. The area is well-served by the District's transportation system, including the Metrorail Green and Yellow Lines,</p>

	<p>passes through the southeastern portion of the area. This shared-use trail provides new transportation and recreational opportunities for residents, as well as much-needed park space and lively cultural displays at key locations.</p>	<p>numerous bus lines, and several crosstown arterials, and bikeshare. The Metropolitan Branch Trail (MBT) passes through the southeastern portion of the area. This shared-use trail provides new transportation and recreational opportunities for residents, as well as much-needed park space and lively cultural displays at key locations.</p>
2000.4	<p>Many of the neighborhoods of Mid-City have a strong sense of identity. There are several historic districts, including U Street, Mount Pleasant, Le Droit Park, Bloomingdale, and Striver's Section—along with historic landmarks such as the True Reformer Building, Meridian Hill/Malcolm X Park, the Lincoln and Howard Theaters, and the Prince Hall Masonic Temple. Activities like Adams Morgan Day and the DC Funk Parade on U Street, celebrate local culture and build community pride.</p>	<p>Many of the neighborhoods of Mid-City have a strong sense of identity. There are several historic districts, including U Street, Mount Pleasant, Le Droit Park, Bloomingdale, and Striver's Section—along with historic landmarks such as the True Reformer Building, Meridian Hill/Malcolm X Park, the Lincoln and Howard Theaters, and the Prince Hall Masonic Temple. Activities like Adams Morgan Day, and the DC Funk Parade on U Street, <u>Howard University Homecoming/Yardfest and the Malcolm X Park Drum Circle</u> celebrate local culture and build community pride.</p>
2000.5	<p>The area also has a tradition of neighborhood activism, embodied by groups such as the Kalorama Citizens Association and the Georgia Avenue Community Development Task Force. Non-profits like the Latino Economic Development Corporation and the Columbia Heights Development Corporation are also active in community affairs, as are cultural organizations like the Gala Hispanic Theater and the African American Civil War Memorial Freedom Foundation.</p>	<p>The area also has a tradition of neighborhood activism, embodied by groups such as the Kalorama Citizens Association and the Georgia Avenue Community Development Task Force. <u>Contemporary activism by groups like #Moechella/#DoneMuteDC has tended to highlight the most pressing issues--the disparate impact of gentrification and displacement on the DC residents responsible for building its cultural capital and rich historic legacy.</u> Nonprofits like the Latino Economic Development Corporation and the Columbia Heights Development Corporation are also active in community affairs, as are cultural organizations like the Gala Hispanic Theater and the African American Civil War Memorial Freedom Foundation.</p>
2000.8	<p>Some Mid-City neighborhoods still struggle with as violent crime, homelessness, drug abuse, vagrancy,</p>	<p>Some Mid-City neighborhoods still struggle with <u>as</u> violent crime <u>and poverty-related phenomena like</u> homelessness, drug</p>

	<p>and blight. Despite the real estate boom, buildings continue to lie vacant along commercial corridors such as lower Georgia Avenue, Florida Avenue, and North Capitol Street. The area also has a severe shortage of parkland. As the densest part of the city, and one with many young children, recreational needs are among the highest in the city. Most of the area's parks lack the land and amenities to meet these needs.</p>	<p>abuse, <u>food insecurity</u>, vagrancy, and <u>blight</u>. Despite the real estate boom, <u>public and private</u> buildings continue to lie vacant along commercial corridors such as lower Georgia Avenue, Florida Avenue, and North Capitol Street. <u>Non-profit service centers Martha's Table and Central Union Mission Shelter, which serve residents facing and at risk for homelessness, unemployment, and addiction, have left Mid-city leaving those most in need without less options for support. Along the Georgia Avenue Corridor, the closure of Murray's and other affordable grocery options has impacted poor families the most as the area's retail sector has been revitalized. Several Mid-City schools and public facilities such as Bruce Monroe and Garnet-Patterson have closed, leaving resulting in a loss of unionized employment for teachers, learning spaces for Mid-city youth and civic gathering and polling stations.</u></p> <p>The area also has a severe shortage of parkland. As the densest part of the city, and one with many young children, recreational needs are among the highest in the city. Most of the area's parks lack the land and amenities to meet these needs.</p>
MC 2000.9	<p>The 14th Street and U Street corridors experienced remarkable change over the last ten years. Reinvestments made by the District and the private sector reinvigorated the Logan Circle area. The vitality of these two corridors is demonstrated by a mix of dining, retail, residential, entertainment and cultural offerings. Revitalization has increased the need to manage traffic and parking and assist small businesses. There are also visible threats to the historic integrity of many of the area's residential structures, particularly in Lanier Heights, Reed Cooke, Park View, Columbia Heights,</p>	<p>The 14th Street and U Street corridors experienced remarkable change over the last ten years. Reinvestments made by the District and the private sector reinvigorated the Logan Circle area. The vitality of these two corridors is demonstrated by a mix of dining, retail, residential, entertainment and cultural offerings. Revitalization has increased the need to <u>improve mobility manage traffic and parking</u> and assist small businesses, <u>and facilitate safe unloading of deliveries</u>. There are also visible threats to the historic integrity of many of the area's residential structures, particularly in Lanier Heights, Reed Cooke, Park View, Columbia Heights,</p>

	<p>Bloomingdale, and Eckington, which are outside of designated historic districts. In some instances, and poorly designed alterations are diminishing an important part of Washington’s architectural heritage. Revitalization must be recognized to be offset by the perception and fact of longstanding residents being priced out of their historic homes even as some persons benefit from the tremendous rise in property values.</p>	<p>Bloomingdale, and Eckington, which are outside of designated historic districts. In some instances, poorly designed alterations are diminishing an important part of Washington’s architectural heritage. Revitalization must be recognized to be offset by the perception and fact of longstanding residents being priced out of their historic homes even as some persons benefit from the tremendous rise in property values.</p>
2001.3	<p>Many of the Mid-City neighborhoods were quite prestigious. Located above the Potomac escarpment, places like Mount Pleasant and Columbia Heights had healthier climates and cooler summertime weather than the old city below. Elegant apartment buildings and embassies were developed along 16th Street, where commercial uses were not permitted in order to preserve the street’s character as the formal gateway to the White House. To the east, LeDroit Park and Columbia Heights became home to a growing community of upwardly mobile African-Americans. Howard University emerged as one of the country’s leading African-American colleges and a seat of learning for black scholars and professors. U Street thrived as the city’s “Black Broadway” and a cultural legacy of music, art, and theater was born.</p>	<p>Many of the Mid-City neighborhoods were quite prestigious. Located above the Potomac escarpment, places like Mount Pleasant and Columbia Heights had healthier climates and cooler summertime weather than the old city below. Elegant apartment buildings and embassies were developed along 16th Street, where commercial uses were not permitted in order to preserve the street’s character as the formal gateway to the White House. To the east, Pleasant Plains, LeDroit Park and Columbia Heights became home to a growing community of upper-, middle- and working-class African-Americans. Howard University emerged as one of the country’s leading African-American colleges and a seat of learning for black scholars and professors. U Street thrived as the city’s “Black Broadway” and a cultural legacy of music, art, and theater was born.</p>
(new) 2010:1 Action MC-2 POLICY FOCUS AREAS		<p><u>Action: Extend the Mid-City Policy Focus Area along 9th Street from T Street to Florida Avenue.</u></p>
MC 1.1.B	<p>Action MC-1.1.B: Overconcentration of Liquor-Licensed Establishments Identify the potential for regulatory controls to address the problem of excessive concentrations of liquor-licensed establishments within the neighborhood commercial districts,</p>	<p>Action MC-1.1.B: Overconcentration of Liquor-Licensed Establishments Identify the potential for regulatory controls to address the problem of excessive concentrations of liquor-licensed establishments within the neighborhood commercial districts, particularly on 18th Street and Columbia</p>

	particularly on 18th Street and Columbia Road. Obsolete—See Implementation Table	Road.
MC 1.1.6	Policy MC-1.1.6: Mixed Use Districts Encourage preservation of the housing located within Mid-City’s commercially zoned areas. Within mixed use (commercial/residential) areas, such as Mount Pleasant Street and Columbia Road, encourage commercial uses that do not adversely impact the established residential uses.	Policy MC-1.1.6: Mixed Use Districts Encourage preservation of the housing located within Mid-City’s commercially zoned areas. The Mixed-Use-Uptown Arts (ARTS) zone should cultivate concentrations of “real” arts uses, including live-work-play buildings. Within mixed use (commercial/residential) areas, such as Mount Pleasant Street and Columbia Road, encourage commercial uses that do not adversely impact the established residential uses. In particular, development in mixed-use districts should consider accessibility, public safety, cleanliness and noise.
MC-1.1.3: Infill and Rehabilitation	Encourage redevelopment of vacant lots and the rehabilitation of abandoned structures within the community, particularly along Georgia Avenue, Florida Avenue, 11th Street, and North Capitol Street, and in the Shaw, Bloomingdale, and Eckington communities. Similarly, encourage the redevelopment of vacant lots, and the rehabilitation of vacant buildings located at the interiors of the Planning Area’s squares. Infill development should be compatible in scale and character with adjacent uses, while encouraging more housing opportunities.	Encourage redevelopment of vacant lots and the rehabilitation of abandoned structures within the community, particularly along Georgia Avenue, Florida Avenue, 11th Street, and North Capitol Street, and in the Shaw, Bloomingdale, and Eckington communities. Similarly, encourage the redevelopment of vacant lots, and the rehabilitation of vacant buildings located at the interiors of the Planning Area’s squares. Infill development should be compatible in scale and character with adjacent uses, while encouraging more housing opportunities, and include appropriate upgrades to the neighborhood infrastructure and environment.
(New) MC 1.1.10 Pedestrian Safety		Pedestrians should have priority throughout the Mid-City. Maximize the use of all-red pedestrian phases, also known as “pedestrian scrambles,” and no-turn on red restrictions at major intersections including but not limited to U Street NW and 14th Street NW, 9th Street NW and U Street NW, and Florida Avenue NW and Rhode Island Avenue NW. Consider opportunities to expand “Open Streets” programs in the Mid-City (see Transportation 2.4.G).
MC-1.2 Conserving		Policy: Cultural Diversity Maintain the

and Enhancing Community Resources		cultural diversity of Mid-City by encouraging housing and business opportunities for all residents, sustaining a strong network of social services for immigrant groups, and retaining affordable housing within the Planning Area.
(new) Policy MC-1.2.2a: Language Immersion Programs		Work with established institutions such as early education centers, public and charter schools, and daycares to support language immersion programs for Midcity's most used language, after English, to enhance community and cultural fluency.
MC-1.2.4: New Parks	Explore the possibility for new neighborhood parks within the Mid-City area, particularly in the area around the proposed Howard Town Center, and on the McMillan Reservoir site, such as with new development like that proposed at the McMillan Sand Filtration Site. Additionally, pocket parks and plazas should be encouraged elsewhere in the Planning Area, particularly near higher density development. The anticipated population growth further compounds the need for high quality open space—all recreation areas must be retained and new recreation areas must be provided wherever possible.	<u>Every resident should be able to access a park within a 10-minute walking distance.</u> Explore the possibility for new neighborhood parks within the Mid-City area, <u>particularly on underutilized parcels and proposed redevelopment sites such as</u> in the area around the proposed Howard Town Center, and on the McMillan Reservoir site. Additionally, pocket parks and plazas should be encouraged elsewhere in the Planning Area, particularly near higher density development. <u>The dearth of parks in the Mid-City area is a serious problem that must be addressed as its population grows—all recreation areas must be retained and new recreation areas must be provided wherever possible.</u>
MC-1.2.5: Neighborhood Greening	Undertake neighborhood greening and planting projects throughout the MidCity Area, particularly on median strips, public triangles, and along sidewalk planting strips.	<u>Every square should contain at least one public green space.</u> Undertake neighborhood greening and planting projects throughout the Mid-City Area, particularly on median strips, public triangles, and along sidewalk planting strips. <u>Identify opportunities to create additional pocket parks on city-owned and vacant land, including “parklets” in public rights-of-way. Promote opportunities and educational programs that encourage domestic gardening and rooftop gardening.</u>
(new) Policy MC 1.2.7 Educational Facilities		<u>Invest in educational facilities for all ages throughout the Mid-City Area, including elementary, middle and high school. In keeping with the District's policy of</u>

		neighborhood schools by choice (EDU 1.27), ensure that families in Mid-City have access to world-class facilities in their neighborhoods. Identify a suitable site for a Shaw Middle School within walking distance of the historical location, and build it.
MC 2.1.1	Policy MC-2.1.1: Revitalization of Lower Georgia Avenue Encourage continued revitalization of the Lower Georgia Avenue corridor. Georgia Avenue should be an attractive, pedestrian-oriented “Main Street” with retail uses, local-serving offices, mixed income housing, civic and cultural facilities, and well-maintained public space.	Policy MC-2.1.1: Revitalization of Lower Georgia Avenue Encourage continued revitalization of the Lower Georgia Avenue corridor. Georgia Avenue should be an attractive, pedestrian-oriented “Main Street” with retail uses, local-serving offices, mixed income housing, civic and cultural facilities, and well-maintained public space. All development plans must consider strategies to preserve and enhance the diversity of the neighborhood, including its residents, businesses and cultural institutions.
Policy MC-2.1.3: Georgia Avenue Design Improvements	Upgrade the visual quality of the Georgia Avenue corridor through urban design and public space improvements, including tree planting, new parks and plazas, upgrading of triangle parks, and façade improvements that establish a stronger identity and improved image.	Upgrade the visual and environmental quality of the Georgia Avenue corridor through urban design and public space improvements, including tree planting, new parks and plazas, upgrading of triangle parks, infrastructure improvements and façade improvements that establish a stronger identity and improved image.
(new) Policy MC-2.1.7 ARTS zones		<u>Uses permitted as a matter-of-right in Mixed-Use-Uptown Arts (ARTS) zones should be those that demonstrably contribute to artistic endeavors or live entertainment productions.</u>
(new) Action 2.1.G ARTS zones		Remove “eating and drinking establishments” from matter-of-right ARTS zone uses specified in 11-U DCMR § 700, except for establishments that provide a dedicated space for artistic or live entertainment programming.

Policy MC-2.2.2: Public Realm Improvements	Improve the streets, sidewalks, and public rights-of-way in the 14th Street/Park Road vicinity to improve pedestrian safety and create a more attractive public environment.	Improve the streets, sidewalks, and public rights-of-way in the 14th Street/Park Road vicinity to improve pedestrian safety and create a more attractive public environment. <u>Improvements should encourage aggressive planting and maintenance of street trees to replenish the urban canopy in the Mid-City.</u>
(new) Policy MC 2.2.8 Lower 14th Commercial District		Ensure that 14th Street south of Newton Street retains its mix of residential, commercial and cultural uses. Create policies, such as tax incentives, that support District-owned businesses, encourage small business retention, and incentivize developers and landlords to lease to businesses that serve the surrounding neighborhood.
2013.2	Some of the U Street area's historic venues have been restored, and a new generation of restaurants and nightclubs is emerging. Thousands of new housing units have been added, particularly west of 12th Street. The neighborhood has become more socially, culturally and economically mixed. The downside of U Street's success is that many of the long-time businesses, including those providing basic services like barber shops and bookstores, have had difficulty paying the higher rents and taxes that have come with gentrification. Efforts to retain the street's character must do more than just preserve its buildings; measures to retain and foster diverse businesses and culture must continue.	Some of the U Street area's historic venues have been restored, and a new generation of restaurants and nightclubs is emerging. Thousands of new housing units have been added, particularly west of 12th Street. The neighborhood has become more socially, culturally and economically mixed. The downside of U Street's success is that many of the long-time businesses, including those providing basic services like barber shops and bookstores, have had difficulty paying the higher rents and taxes that have come with gentrification. <u>Long-time residents have faced similar challenges, due to the decline in the number of affordable units.</u> Efforts to retain the street's character must do more than just preserve its buildings; measures to retain and foster diverse businesses and culture, <u>and to encourage cooperation among businesses and residents,</u> must continue.
Policy MC-2.3.1: Uptown Destination District	Encourage the growth and vibrancy of U Street between 6th Street and 12th Street NW, and Georgia Avenue/7th Street between Rhode Island Avenue and Barry Place NW as a mixed use	Encourage the growth and vibrancy of U Street between 6th Street and 12th Street NW, and Georgia Avenue/7th Street between Rhode Island Avenue and Barry Place NW as a mixed use

	residential/commercial center, with restored theaters, arts and jazz establishments, restaurants, and shops, as well as housing serving a range of incomes and household types.	residential/commercial center, with restored theaters, arts and jazz establishments, restaurants, and shops, as well as housing serving a range of incomes and household types. <u>All commercial development should include substantial arts and daytime uses to encourage neighborhood-serving, 18-hour activity.</u>
Policy MC-2.3.3: Uptown Design Considerations	Ensure that development in the Uptown Area is designed to make the most of its proximity to the Metro Stations at Shaw and 13th Street, to respect the integrity of historic resources, provide new affordable and mixed income housing opportunities , and to transition as seamlessly as possible to the residential neighborhoods nearby	Ensure that development in the Uptown Area is designed to make the most of its proximity to the Metro Stations at Shaw and 13th Street, to respect the integrity of historic resources, provide new affordable and mixed income housing opportunities , and to transition as seamlessly as possible to the residential neighborhoods nearby. <u>Ensure appropriate coordination of utility and infrastructure design to minimize impacts on existing residents.</u>
MC 2.3.5 Multi-Modal Management	Encourage the development of shared parking facilities in the Uptown area, better management of existing parking resources, and improved surface transit to manage the increased trips to the area that will be generated by new development.	Encourage the development of shared parking facilities in the Uptown area, better management of existing parking resources, and improved surface transit to manage the increased trips to the area that will be generated by new development. <u>Assess the potential for adding protected bicycle lanes running east to west on U Street NW beginning at the intersection of Rhode Island Avenue NW and Florida Avenue NW. Close gaps in the area's existing network of bicycle lanes, such as on 11th Street south of U Street. (See Transportation 2.3.2)</u>
(new) Policy MC-2.3.6: Small Business Retention Through Community Integration		Incorporate Uptown District business participation in existing youth development and leadership programs, like the Summer Youth Employment Program, to strengthen small business identity in the community and attract, develop, and retain a pipeline of local business leaders and entrepreneurs. https://does.dc.gov/sites/default/files/dc/sites/does/publication/attachments/Summer%202015%20MBSYEP %20Report.pdf http://does.dc.gov/sites/default/files/dc/sites/does/pag

		e_content/attachments/2014%20SYEP%20Eval.pdf
(new) MC-2.3.7 Entertainment on U Street		Consistent with the U Street corridor's history as an entertainment center, and with existing documents like the DUKE Small Area Plan, maintain and actively promote entertainment venues at the 9:30 Club and at other venues in the U Street corridor to attract diverse patrons into the neighborhood. Discourage displacement of entertainment venues for residential uses, encouraging existing venues to integrate with new uses.
(new) MC-2.3 Home Affordability for Long-Term Middle-Income Renters		To combat rising home prices in the U St, Columbia Heights, and Shaw neighborhoods and promote home ownership for moderate-income long-term neighborhood renters, remove non-resident eligibility for the Department of Housing and Community Development's Home Purchasing Assistance Program in these neighborhoods and instead extend the program's eligibility benefits to a new band of moderate income households making 85% of Area Median Income. https://dhcd.dc.gov/page/hpap-eligibility-how-apply-and-program-details https://dhcd.dc.gov/sites/default/files/dc/sites/dhcd/publication/attachments/HPAP%20Income%20Assistance%20Table%202017.pdf https://dhcd.dc.gov/sites/default/files/dc/sites/dhcd/publication/attachments/Inclusionary%20Zoning%20Income%20Limits%20-%202015.pdf
Policy MC-2.6.1: Open Space on McMillan Reservoir Sand Filtration Site	Require that development and reuse plans for the McMillan Reservoir Sand Filtration site dedicate a substantial contiguous portion of the site for recreation and open space. The open space should allow for both active and passive recreational uses, and should adhere to high standards of landscape design, accessibility, and security.	Require that reuse plans for the McMillan Reservoir Sand Filtration site dedicate a substantial contiguous portion of the site for recreation and open space. The open space should provide for both active and passive recreational uses, and should adhere to high standards of landscape design, urban tree canopy recovery, accessibility, and security. Consistent with the 1901 McMillan Plan, connectivity to

		nearby open spaces such as the Armed Forces Retirement Home, should be achieved through site design.
Policy MC-2.6.3: Mitigating Reuse Impacts	Ensure that any development on the site is designed to reduce parking, traffic, and noise impacts on the community; be architecturally compatible with the surrounding community; and improve transportation options to the site and surrounding neighborhood. The new Planned Unit Development (PUD) calls for 290,650 sq. feet of medical use. Any change in use on the site should increase connectivity between Northwest and Northeast neighborhoods as well as the hospital complex and Armed Forces Retirement Home to the north.	Ensure that any development on the site is designed to reduce parking, traffic, and noise impacts on the community; be architecturally compatible with the surrounding community; <u>ensure the delivery of critical infrastructure and utilities</u> ; and improve transportation options to the site and surrounding neighborhood. <u>The new Planned Unit Development (PUD) calls for 290,650 sq. feet of medical use.</u> Any change in use on the site should increase connectivity between Northwest and Northeast neighborhoods as well as the hospital complex to the north, and <u>mitigate the environmental impacts of reuse.</u>
Housing		
Policy	Office of Planning Draft	ANC 1B Proposed Revisions
Policy H-1.1.8	Production of Housing in High Cost Areas Encourage development of both market rate and affordable housing in high cost areas of the city making these areas more inclusive. Develop new innovative tools and techniques that support affordable housing in these areas. Doing so increase costs per unit but provides greater benefits in terms of access to opportunity and outcomes.	
Policy H-1.1.4: Mixed Use Development T-2.4 - Pedestrian Access, Facilities and Safety	Promote moderate to high density mixed use development that includes <u>affordable</u> housing on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and high capacity surface transit corridors, and around Metrorail stations.	Promote <u>appropriate</u> mixed use development, including housing when it can coexist with other uses without detrimental effects on infrastructure or quality of life, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations.
Policy H-1.2.5: Moderate Income Housing		In addition to programs targeting persons of very low and extremely low incomes, develop and implement programs that meet the housing needs of teachers, fire fighters, police officers, nurses, city

		workers, <u>artists</u> , and others in the public service professions with wages insufficient to afford market-rate housing in the city.
Policy H-1.2.7: Density Bonuses for Affordable Housing	Provide zoning incentives, such as through the Planned Unit Development process, to developers proposing to build a substantial amount of affordable housing above and beyond any underlying requirement. The affordable housing proffered shall be considered a top-priority public benefit for the purposes of granting density bonuses, especially when the proposal expands the inclusiveness of high cost area by adding affordable housing. When density bonuses are granted, flexibility in development standards should be considered to minimize impacts on contributing features and the character of the neighborhood.	
Policy H-1.2.7: Density Bonuses for Affordable Housing	Provide zoning incentives to developers proposing to build low- and moderate-income housing. Affordable housing shall be considered a public benefit for the purposes of granting density bonuses when new development is proposed. Density bonuses should be granted in historic districts only when the effect of such increased density does not significantly undermine the character of the neighborhood.	Provide zoning incentives to developers proposing to build low- and moderate-income housing. Affordable housing <u>may</u> be considered a public benefit for the purposes of granting density bonuses when new development is proposed. Density bonuses should be granted in historic districts only when the effect of such increased density does not <u>significantly undermine</u> the character of the neighborhood.
Policy H-1.3.1: Housing for Families	Policy H-1.3.1: Housing for Families Larger Households Increase the supply of larger family sized housing units for both ownership and rental by encouraging new and retaining existing single family homes, duplexes, row houses, and three and four-bedroom market rate and affordable apartments across the city. The effort should focus both on affordability of the units and the unit and building design features that support families as well as the opportunity to locate near	Provide a larger number of <u>market-rate and affordable</u> housing units for families with children by encouraging new and retaining existing single-family homes, duplexes, row houses, and three- and four-bedroom apartments and <u>condominiums</u> . The effort should focus both on affordability of the units and building design features that support families as well as the opportunity to locate near neighborhood amenities such as parks, transit, schools, retail and others.

	neighborhood amenities such as parks, transit, schools, retail and others.	
Environmental Protection		
Policy	Office of Planning Draft	ANC 1B Proposed Revisions
(New) Policy E 4.3.3 Domestic Gardening and Urban Farming	Provide technical and educational support to District residents who wish to plant backyard and rooftop gardens or <u>start urban farming businesses</u> . This could include measures such as partnerships with local gardening groups; education through conferences, websites, and publications; tool lending programs; integrated pest management; and information on composting and best practices in gardening.	Provide technical and educational support to District residents who wish to plant backyard and rooftop gardens or start urban farming businesses. <u>Promote and incentivize rooftop gardening in new and existing multifamily buildings</u> . This could include measures such as partnerships with local gardening groups; education through conferences, websites, and publications; tool lending programs; integrated pest management; and information on composting and best practices in gardening.
Action IN 5.6.C: Neighborhood Clean-Ups	Co-sponsor and participate in neighborhood and citywide clean-up activities such as those currently held along the Potomac and Anacostia Rivers, and those held around schoolyards and District parks. Encourage Advisory Neighborhood Commissions and other community groups to develop and announce cleanup campaigns in conjunction with the city's bulk trash removal schedule.	Co-sponsor and participate in neighborhood and citywide clean-up activities such as those currently held along the Potomac and Anacostia Rivers, and those held around schoolyards and District parks. Encourage Advisory Neighborhood Commissions, <u>local institutions, businesses</u> , and other community groups to develop and announce cleanup campaigns in conjunction with the city's bulk trash removal schedule.
Action E-6.2.A: Partnerships for Environmental Education	Develop partnerships with environmental non-profits and advocacy groups to promote environmental education in the District. Examples of such programs include the Earth Conservation Corps effort to employ inner-city youth in environmental restoration along the Anacostia River, the Anacostia Watershed Society's tree planting, clean-up, and riverboat tour events, and the National Park Service summer programs for high school students at Kenilworth Park.	Develop partnerships with environmental non-profits, <u>local institutions</u> , and advocacy groups to promote environmental education in the District. Examples of such programs include the Earth Conservation Corps effort to employ inner-city youth in environmental restoration along the Anacostia River, the Anacostia Watershed Society's tree planting, clean-up, and riverboat tour events, and the National Park Service summer programs for high school students at Kenilworth Park.

Action 6.2.B: Production of Green Guide	<u>Continue to update guidance</u> aimed at homeowners, builders, contractors and the community at large with guidelines and information on green building and low-impact development.	<u>Continue to update guidance</u> aimed at homeowners, builders, contractors and the community at large with guidelines and information on green building and low-impact development. Produce a “Green Education Guide” that serves as a compendium that is inclusive of all of the District’s environmental education initiatives.
Policy IN-1.2.3: Modernizing and Rehabilitating Water Infrastructure	Work proactively with <u>DC Water</u> to repair and replace aging infrastructure, and to upgrade the water distribution system to meet current and future demand. The District will support water system improvement programs that rehabilitate or replace undersized, defective, or deteriorating mains. The District will also support concurrent programs that ensure that lines are flushed in order to eliminate the potential for stagnant water to accumulate at the ends of water mains.	Work proactively with DC Water to repair and replace aging infrastructure, and to upgrade the water distribution system to meet current and future demand. The District will support water system improvement programs that rehabilitate or replace undersized, defective, or deteriorating mains <u>and water system elements containing lead or other hazardous materials</u> . The District will also support concurrent programs that ensure that lines are flushed in order to eliminate the potential for stagnant water to accumulate at the ends of water mains. <u>ANCs and community organizations should be consulted in the siting of any new facilities to ensure that the potential for adverse impacts are appropriately addressed.</u>
Action IN-1.2.A: Water System Maps	Support DC Water efforts to update water system maps to accurately show pipelines, valves, and hydrants, as well as the age, material, size, and lining of pipelines.	Support DC Water efforts to update water system maps to accurately show pipelines, valves, and hydrants, as well as the age, material, size, and lining of pipelines. Prioritize the identification of <u>lead-containing and other potentially hazardous materials through the mapping efforts.</u>
Land Use		
Policy	Office of Planning Draft	ANC 1B Proposed Revisions
LU-1.4.3: Zoning of Infill Sites	<u>Ensure that the zoning of vacant infill sites is compatible with the prevailing development pattern in surrounding neighborhoods. This is particularly important in single family and row house neighborhoods that are currently zoned for multi-family development</u>	<u>Ensure that the zoning of vacant infill sites allows for gradual change in the development pattern, when compared with surrounding neighborhoods. This is particularly important in single family and row neighborhoods that are currently zoned</u>

		for multi-family development.
Policy LU-2.3.3: Buffering Requirements	Ensure that new commercial development adjacent to lower density residential areas provides effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaping, fencing, screening, height step downs, and other architectural and site planning measures that avoid potential conflicts.	Ensure that <u>all</u> new development adjacent to lower density residential areas provides effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaping, fencing, screening, height step downs, and other architectural and site planning measures that avoid potential conflicts. <u>Interpret compatibility with the Future Land Use Map use to consider buffers at the boundaries of different areas.</u>
(new) Policy LU 2.1.15 Planned Unit Developments		<i>Policy:</i> Planned unit developments (PUDs) should remain consistent with the Comprehensive Plan. The Zoning Commission should not have the authority to supersede the Comprehensive Plan.
(new) Policy LU 2.2.8 Alley Use		<i>Policy:</i> Protect <u>Identify creative strategies for community-driven revitalization of historic alleys and buildings identified by the Historic Alley Buildings Survey. Ensure</u> Consider impacts <u>new structures adjacent to historic alley buildings to avoid adverse effects. are of the same height and use, and prohibit significant effects to historic alleys from adjacent development.</u>
Transportation		
Policy	Office of Planning Draft	ANC 1B Proposed Revisions
(New) Policy T-1.1.9 Minimize Public Parking		An increase in vehicle parking has been shown to add vehicle trips to the transportation network, increasing congestion, transportation-related injuries, and pollution. In light of this, excessive vehicle parking on public property, especially District-owned property, should be generally discouraged. The District should actively seek opportunities to utilize excess parking for other uses, such as expanding green space.
T-1.2.4		

Providing Roadway Space for All Modes	Roadway space should be equitably provided for all modes. The use of lanes should be determined by the potential person-carrying capacity of the lane; modes with the ability to move the most people should be prioritized. These changes should be informed by the modal priorities identified in moveDC.	Roadway space should be determined by the potential person-carrying capacity of the lane; modes with the ability to move the most people should be prioritized. These changes should be informed by the modal priorities identified in moveDC.
T-2.3.2 Bicycle Network	Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. Increase the amount of protected bike lanes, wayfinding signage and Capital Bikeshare stations.	Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. Increase the amount of protected bike lanes, wayfinding signage and Capital Bikeshare stations. Accelerate the implementation of existing for protected bike infrastructure, such as the Eastern Downtown Cycletrack, and fill in existing gaps in the existing network of bike lanes, such as on 11th Street NW south of U Street.
(new) Action T-2.4.G		New Policy: Public Space for People Evaluate opportunities to close principal arterial roadways, such as Pennsylvania Ave, Georgia Ave NW, 14th Street NW and U Street NW, to motor vehicle traffic. Special exceptions must be made to mitigate impacts on vulnerable populations, especially seniors and people with limited mobility.
T-2.1A	Develop transportation and land use plans to construct a network of new premium transit infrastructure, priority bus corridors to provide travel options, better connect the city, and improve surface-level public transportation, and stimulate economic development. As needed, replace existing travel and parking lanes along selected major corridors with new transit services, such as limited stop bus service, dedicated bus lanes, and transit signal priority, to improve mobility within the	Develop transportation and land use plans to construct a network of new premium transit infrastructure, priority bus corridors to provide travel options, better connect the city, and improve surface-level public transportation, stimulate economic development, and improve public health and safety. To enhance the effectiveness of these investments, seek opportunities to allocate road space away from single-occupancy motor vehicles. Replace existing travel and parking lanes along selected major corridors with new transit

	city.	services, such as <u>the streetcar</u> , limited stop bus service, dedicated bus lanes, and transit signal priority, to improve mobility within the city.
<u>Action T.3.D Freight Trip Generation Study</u>	Complete the freight trip generation study and develop an off-peak delivery program.	Complete the freight trip generation study and develop an off-peak delivery program, <u>including financial incentives to encourage desired behavior</u>
<u>Action T.3.E Implement Last Mile Delivery/Pick up</u>	Develop a strategy to allow for the implementation of last mile delivery/pick-up using bikes and other small mobility devices.	Develop a strategy to <u>encourage</u> last mile delivery/pick-up using bikes and other small mobility devices, <u>including financial incentives for use of small mobility devices and penalties for use of vehicles that contribute to emissions or congestion</u>
<u>T-3.3.7 Truck Routing and Parking</u>	Enhance truck route enforcement to ensure drivers are using the appropriate routes, minimizing travel on local roads. Delivery vehicles should park in the suitable locations for loading and should not block travel lanes or bike lanes.	Enhance truck route enforcement to ensure drivers are using the appropriate routes, minimizing travel on local roads. Delivery vehicles should park in the suitable locations for loading and should not block travel lanes or bike lanes. <u>DDOT should implement policies to reduce prolonged idling, especially for areas within 25 feet of intersections, to decrease interruption and blocking of the street particularly during rush hour.</u>
<u>Action T-3.1.A TDM Strategies</u>	Develop strategies and requirements that reduce rush hour traffic by promoting flextime, carpooling, and transit use where consistent with maintaining workplace productivity, to reduce vehicular trips particularly during peak travel periods. Identify TDM measures and plans as vital conditions for large development approval. Transportation Management Plans should identify quantifiable reductions in motor vehicle trips and commit to measures to achieve those reductions. Encourage the federal and District governments to explore the creation of a staggered workday where appropriate in an effort to reduce congestion and implement TDM initiatives through a pilot program that focuses on the District government and public schools. Assist employers in the	Develop strategies and requirements that reduce rush hour traffic by promoting flextime, carpooling, and transit use where consistent with maintaining workplace productivity, to reduce vehicular trips particularly during peak travel periods. Identify TDM measures and plans as vital conditions for large development approval. Transportation Management Plans should identify quantifiable reductions in motor vehicle trips and commit to measures to achieve those reductions. Encourage the federal and District governments to explore the creation of a staggered workday where appropriate in an effort to reduce congestion and implement TDM initiatives through a pilot program that focuses on the District government and public schools. Assist employers in the District with implementation of TDM programs at their worksites to reduce drive-alone commute

	District with implementation of TDM programs at their worksites to reduce drive-alone commute trips. Through outreach and education, inform developers and District residents of available transportation alternatives, and the benefits these opportunities provide. 4	trips. Evaluate policies that would discourage or prevent employers from subsidizing parking. Evaluate policies that would increase the cost of registering vehicles in the District, with special exceptions for the elderly and those with limited transportation options. Invest the proceeds in improving transit service and transportation infrastructure. Through outreach and education, inform developers and District residents of available transportation alternatives, and the benefits these opportunities provide.
Education		
Policy	Office of Planning Draft	ANC 1B Proposed Revisions
EDU 1.5.4 Multi-modal Access to Schools	Continue to coordinate among DDOT, DCPS, DC PCSB, and K-12 private school stakeholders to improve the safety of students walking or biking to and from school through design and transportation improvements. In addition, new K-12 public, private and public charter school buildings should be designed to foster safe and attractive pedestrian access. Encourage transit connections to high schools to provide easy access for students and teachers to campuses, thereby minimizing the need for driving to school.	Continue to coordinate among DDOT, DCPS, DC PCSB, and K-12 private school, and neighborhood stakeholders to implement policy changes, infrastructure and design investments, and enforcement mechanisms that enhance the safety of students, teachers, staff and others walking or biking to, and from, and around schools. through design and transportation improvements. In addition, New K-12 public, private and public charter school buildings should be designed to foster safe and attractive pedestrian and bicycle access. Encourage transit connections to high schools to provide easy access for students and teachers to campuses, thereby minimizing the need for driving to school.
Economic Development		
Policy	Office of Planning Draft	ANC 1B Proposed Revisions
ED-1.1.G Stabilize Business Occupancy Costs	Explore program and policy alignments that stabilize and/or reduce commercial occupancy costs in the District. Potential options include alignment with the District's sustainability programs to reduce energy costs, increased awareness of small business capital programs, and agreements for the	Explore program and policy alignments that stabilize and/or reduce commercial occupancy costs in the District, especially for historically-disadvantaged businesses. Potential options include alignment with the District's sustainability programs to reduce energy costs, increased awareness of small business capital programs, and

	reuse of public lands.	agreements for the reuse of public lands.
Action 1.3.E Support Emerging Entrepreneurs	Through partnerships with private entities or directly, establish a fund or funds to help local entrepreneurs grow investment ready businesses. Emphasize increasing access to capital particularly among lower-income entrepreneurs in emerging fields, such as the impact economy, urban innovation/smart cities, hospitality and professional services innovation, data, security tech.	Through partnerships with private entities or directly, establish a fund or funds to help local entrepreneurs grow investment-ready businesses. Emphasize increasing access to capital particularly among lower-income entrepreneurs, especially those in emerging fields, such as the impact economy, urban innovation/smart cities, hospitality and professional services innovation, data, security tech.